

from augmented demand and enlarged price, every part of the State must be benefited, but none more than the tide water counties. For the accomplishment of these objects, I have always considered the Chesapeake and Ohio canal and the Baltimore and Ohio rail road chiefly necessary, and in no sense rivals. Their real interests appear to me to be one and the same, eminently deserving the aid of the State, and requiring of both union and harmony of purpose. While the canal is destined to be (and it is desirable should be) the carrier of the coal and iron and other articles of heavy burthen, the rail road should look to passengers—to articles of lighter bulk, in the transportation of which time is a material element, and to the transportation in the winter season when the canal must necessarily be inactive.

This last is a consideration, deserving the utmost weight, since by the facilities thus afforded, the labor of the country may be continued active at all seasons of the year; and next to the speed with which passengers are conveyed, is one of the principal triumphs of the rail road system. I have never regarded it as the true interest of the canal company to contemplate an extension of their work beyond Cumberland. To say nothing of other obstacles, the difficulty of procuring capital is of serious magnitude; and the expense, at which only it could be extended, would augment the cost too much for any reasonable profit. I have always, considered, therefore, that beyond Cumberland, the best and cheapest and most practicable communication to the west is by rail road, and that in this point of view, the extension of the Baltimore and Ohio rail road to Wheeling and Pittsburg, will be as advantageous and necessary to the ultimate success and emolument of the canal, as any other interest.

If these reflections be entitled to weight, the interests connected with the canal, including that of the State, will be best sustained by the extension of the rail road—for if the present rail road company should, from any cause, be protracted, the consequences will be sufficiently ruinous to deter any other company from undertaking the work. Should the canal and rail road companies, either from mistaking their own true interests, or from any other cause, come to regard each other as rivals, they would be very apt separately to fall. I am aware that, under any circumstances, the completion of the rail road from Harper's ferry to Cumberland, will not be a task of insuperable difficulty. To that point it is destined, under any circumstances, at no distant day, to be made. Similar considerations have heretofore, and from an early period of my connexion with public affairs, exerted an influence upon my conduct in other stations, requiring the discharge of official duty. They have lost none of their weight from my immediate connexion with the rail road company. I look upon these great works, acting harmoniously together, not second in any point of view, to any others in the Union; capable of developing incalculable wealth to the State of Maryland; of rapidly and surely advancing her prosperity, and of placing her in the first rank amongst the other States of the